

## REMARKS

To summarize the status of this application, claims 1-17 are pending. Claims 1-2 were rejected under 35 U.S.C. § 102(b) as being anticipated by Martin (U.S. Patent No. 1,806,075). Claims 1-17 were rejected under 35 U.S.C. § 103(a) as being unpatentable over prior art Fig. 5 in view of Martin. Figure 1 was objected to as not being labeled "Prior Art". The Abstract was objected to because phrases that can be implied should be avoided.

In response, the Abstract has been amended to remove the phrase "is disclosed". A new Figure 1 is provided and is labeled "Prior Art". Claims 2, 4, 8, and 13 have been canceled without prejudice. Claims 1, 3, 7, and 12 have been amended to recite that the one-piece traction pin is a solid unitary structure. Claim 10 presently recites these features.


The applicants submit that the claims as currently amended are not obvious over prior art Fig. 5 in view of Martin. In contrast to the disclosed prior art Fig. 5 and Martin, the recited one-piece traction pin is a solid structure, that is, the recited traction pin is not hollow or does not have a hollow interior. The drawbacks with a hollow interior for a traction pin are set forth in the specification at pages 2 and 4 and include the known problem with controlling the wall thickness to avoid stress related failure of the traction pin. Martin teaches a center plate having a hollow pin. *See* Martin, Figure 4. This is similar structure that is set forth as prior art in Figure 4 of the present application. The present invention is directed at overcoming the problems associated with such hollow structures. The present invention is also directed at overcoming the problems with multiple pieces being welded together. Thus, Martin discloses the known prior art set forth in the application. Consequently, the combination of Fig. 5 of the present application, which incorporates the prior art traction pin of Figure 4, with Martin would in fact teach away from the present invention. Accordingly, it is respectfully submitted that the combination of

features recited in the pending claims are non-obvious over the known prior art and the cited references.

Accordingly, the applicants respectfully request the withdrawal of the remaining rejections and an early allowance of all claims.

Respectfully Submitted,  
Banner & Witcoff, Ltd.

Date: May 28, 2002

A handwritten signature in cursive script, reading "Scott Burow", written over a horizontal line.

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## APPENDIX

### Version showing the changes made to the claims

1. A traction pin for joining a railcar cab with a railcar truck assembly comprising:  
a one-piece cast traction pin body having a solid unitary structure and defining a cylindrical end, a frustum shaped region and an integral mounting plate, the cylindrical end including a tapered region, the frustum shaped region is formed integral with the mounting plate.

3. A traction pin assembly for joining a railcar cab with a railcar truck assembly comprising:  
a one-piece cast traction pin body having a solid unitary structure defining a mounting plate and a cylindrical pin, the traction pin body including a tapered region extending from the mounting plate to the cylindrical pin;

a rectangular plate defining a circular opening for receiving the mounting plate of the traction pin body, the traction pin body welded to the rectangular plate;

a bottom mounting plate welded to the rectangular plate;

a pair of sills, each sill defining a first side and a second side, the first side welded to the bottom mounting plate; and

a top mounting plate welded to the second side of each of the sills, the top mounting plate welded to the railcar cab.

7. A traction pin assembly for joining a railcar cab with a railcar truck assembly comprising:

a one-piece cast traction pin body defining a circular mounting plate and a cylindrical pin, the traction pin body having a solid unitary structure and including a frustum region extending from the mounting plate to the cylindrical pin, the frustum region formed integral with the circular mounting plate;

a rectangular plate defining a circular opening for receiving the mounting plate of the traction pin body, the traction pin body welded to the rectangular plate;

a bottom mounting plate welded to the rectangular plate;

a pair of sills, each sill defining a first side and a second side, the first side welded to the bottom mounting plate; and

a top mounting plate welded to the second side of each of the sills, the top mounting plate welded to the railcar cab.

12. A traction pin assembly for joining a railcar cab with a railcar truck assembly comprising:

a one-piece cast traction pin having a solid unitary structure and defining a body having cylindrical pin region and a frustum region extending from the cylindrical pin region, the traction pin also defining an integral mounting plate extending outwardly from the frustum region;

a bottom mounting plate welded to the integral mounting plate of the traction pin;

a pair of sills, each sill defining a first side and a second side, the first side welded to the bottom mounting plate; and

a top mounting plate welded to the second side of each of the sills, the top mounting plate welded to the railcar cab.

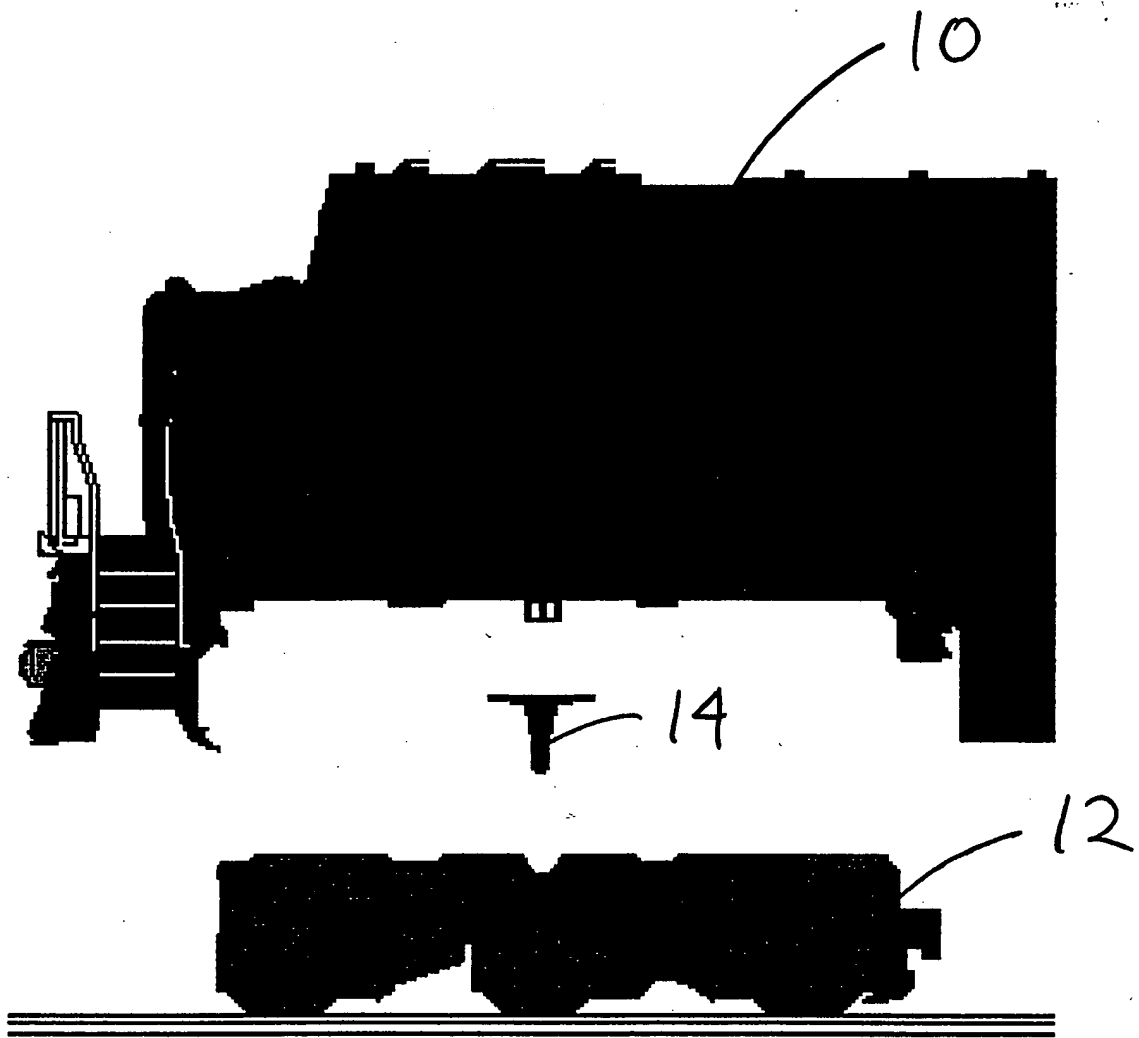


Fig. 1  
(Prior Art)